

I. INTRODUCTION

In response to the planned unit development (PUD) application for proposed redevelopment at Waterside Mall SW, the District of Columbia Department Transportation (DDOT) conducted a study that evaluated the potential impacts of this development upon vehicle, pedestrian and bicycle mobility and safety in the Southwest residential neighborhood. The consulting firm DMJM+HARRIS, Inc. (Consultant) conducted the study with assistance from DDOT staff. In this report the team of Consultant and DDOT staff is referred to as the “Study Team.”

As detailed in the Scope of Work presented in Appendix A, the main goals of the study were to address existing traffic conditions in the study area, and estimate traffic impacts associated with the PUD level of redevelopment of Waterside Mall (throughout the report, Waterside Mall is referred to as “site”). This report summarizes findings on the following:

- Chapter II - The assessment of existing conditions, with recommended improvements;
- Chapter III - The effects on traffic due to other nearby developments that are in the planning, proposal or construction stages; and
- Chapter IV - The impact of redevelopment at Waterside Mall under various alternatives, including with and without a proposed 4th Street connection between I and M Streets SW, and with service roads.

This report also includes recommendations to improve pedestrian safety, mobility, traffic safety and compliance with speeding regulations.

The study area, shown in Figure 1, includes the following:

- 3rd Street SW between Eye and M Streets SW;
- 4th Street SW between Independence Avenue and P Street SW;
- 6th Street SW between G and M Streets SW; and
- 7th Street SW between Independence and Maine Avenue Avenues

The study was conducted with assistance from area residents. The Study Team held one meeting with area residents to discuss transportation issues and potential improvement options and two additional meetings to receive additional input from the residents and present findings. Area residents provided additional input via e-mail and regular correspondence. Input from residents was helpful in the identification of key transportation issues noted in this report and in the development of recommendations with respect to transportation improvements. The Washington DC Office of Planning, Gorove/Slade Associates, Inc., Shalom Baranes Associates and The Kaempfer Company provided additional information to the Study Team.

SELECT TO VIEW:

1. Study Area